

THE EVENING WORLD in Reporting the War Has the News Service of the Associated Press, the United Press and Special Correspondents. No Other Evening Paper in New York Has a News Service So Complete

88 NAMES ADDED TO CASUALTY ROLL BY GEN. PERSHING

Fifteen Reported Missing, Probably in Seicheprey Battle—Six Killed in Action.

WASHINGTON, May 6.—To-day's casualty list contained further names of American soldiers believed to have been captured in the recent fighting at Seicheprey. Fifteen were reported "missing." The list also included six deaths in action; three from wounds; nine of disease; two from accident; one of "other causes;" four severely wounded, and forty-eight slightly wounded—a total of eighty-eight.

The total of Gen. Pershing's casualties to date have reached 4,967.

The following is the summary of the American losses:

Killed in action.....	392
Killed by accident.....	217
Died of disease.....	995
Lost at sea.....	237
Died of wounds.....	138
Gas and other causes.....	68
Civilians.....	7
Killed or prisoner.....	1
Total deaths.....	2,048
Wounded.....	2,706
Captured.....	49
Missing.....	74
Grand total.....	4,967

The following officers were named in to-day's list:

Died of Wounds—Lieut. Joseph Quisenberry, Las Cruces, N. M.; Lieut. of Disease—Major Charles G. Baird, Richmond Hill, N. Y.; Lieut. of Accident—Lieut. Robert P. Cross, Huntington, Mass.; Chester A. Puddith, Detroit.

Died of Other Causes—Lieut. Joseph W. Wilson, Loganport, Ind.; Wounded Severely—Lieut. Clifford R. Livingston, Merrill, Wis.; Missing in Action—Lieut. William L. Stagg, Benton, Ala.

The list included:

KILLED IN ACTION.

Sergeant Albert Stefank, Lowell, Mass.; Sergeant Harry G. Bruce, Elston, W. Va.; Corporal Gus Chretien, Phillips, Okla.; Corporal James J. Laffame, No. 24 Kelly Street, Bristol, Conn.; Privates Gustaf Erickson, Gardner, Mass.; Charles F. Wiseman, Belling, Neb.

DIED OF WOUNDS.

Lieut. Joseph Quisenberry, Las Cruces, N. M.; Cook Chandler Waterman, Montclair, N. J.; Private Nicholas Bernardino, No. 214 Elm Street, New Britain, Conn.

DIED OF DISEASE.

Major Charles G. Baird, Richmond Hill, N. Y.; Cook Harold P. Rodgers, St. Clair Heights, Mich.; Private Lester Dewey Brading, Jacksonport, Wis.; Charles F. H. Attleboro, Mass.; Philip K. Lofley, Gaylord, Mich.; James W. Smith, Berkeley Springs, W. Va.; Richard Henderson, Lawrence, S. C.; Abraham Joseph, Moss Point, Miss.; Canada Mannie, Pine Bluff, Ark.

DIED OF ACCIDENT.

Lieut. Robert P. Cross, Huntington, Mass.; Chester A. Puddith, Detroit.

DIED OF OTHER CAUSES.

Lieut. Joseph W. Wilson, Loganport, Ind.

MISSING IN ACTION.

Lieut. William L. Stagg, Benton, Ala.; Private Edward Bennett, Williamsburg, Ky.; Frank Bretschneider, Chicago, Ill.; Michael Defago, Roxbury, Mass.; Owen Douglas, Chicago, Ill.; Melville S. Harger, Battle Creek, Mich.; Jeremiah Lehane, No. 211 66th Street, Brooklyn; Wilfred M. Rogers, No. 101 High Street, New York; Private Frank J. Meyer, Reading, Pa.; Clarence E. Newton, Cincinnati; Lawrence Perlmutter, No. 61 East 103rd Street, New York; Emmitt J. Prosser, Minneapolis; James P. Puntillo, No. 103 High Street, New York; Carmine R. Puopolo, Avon, Mass.; David L. Watkins, Glasgow, Ky.

WOUNDED SEVERELY.

Lieut. Clifford R. Livingston, Merrill, Wis.; Sergeant Roy Weigel, Los Angeles; Cook William L. Pettit, Doylestown, Pa.; Mechanic Harry W. Dressler, Cincinnati.

WOUNDED SLIGHTLY.

Sergeants Royal Bates, Roxbury, Mass.; John D. Cleary, Lynn, Mass.; William P. Laffin, No. 95 Lee Avenue, Brooklyn; Matthew O'Brien, Lawrence, Mass.; Clarence W. Warren, Brockton, Mass.; Corporal Thomas E. Herndon, Lawrence, Mass.; Walter Edwards, Philadelphia; James A. Heron, Kansas City, Kan.; Edwin E. Height, 1019 Ash Street, Davenport, Ia.; Russell P. Samuel, Bedford, Mass.; Irving W. Showman, Doughty, Mich.

Mechanics Edward Lalonde, Iron Mountain, Mich.; Grover C. Markley, Abilene, Kan.; Martin Shoner, Hager, Germany; Michael A. Sullivan, Boston; Richard W. Whipple, Boston; Cook George J. Mullis, Rosindale, Mass.

Privates Roy Ann, Dorchester, Mass.; Glen H. Any, Petoskey, Mich.; Ernest H. R. Appleton, Brighton, Mass.; Fred L. Arnold, Bedford, Pa.; Kingsley Becker, South Bend, Ind.; Frederick L. Bittman, No. 454 Bergen Street, Brooklyn; William Blake, No. 1826 Bathgate Avenue, New York; Frank J. Brown, Jamison, Mo.; Robert Bruns, St. Henry, O.; Charles L. Carlson, Chicago; John J. Gibbons, Framingham, Mass.; William F. Graham, North Cambridge, Mass.; Charles A. Hayes, Waltham, Mass.; John J. Hoffman, Plymouth, Mass.; Charles A. Hokanson, Plymouth, Mass.; David M. Holland, No. 625 Leonard Street, Brooklyn; John L. Joyce, Lawrence, Mass.; John M. Keeley, South Boston, Mass.; Frank J. Kessler, Mahoning, Ohio; Emil Klann, Cleveland; Mike Kline, East Granby, Conn.; Lester C. Leach,

MISS HELEN HURLEY, WHO CHRISTENED NEW COLLIER AT CAMDEN



(Copyright, Harris & Ewing)

The picture shows Miss Helen Hurley, daughter of the Chairman of the Shipping Board, about to christen the new 5,500-ton collier Tuckahoe at the New York Shipbuilding Company yards at Camden, N. J. The launching took place only twenty-seven days after the laying of the keel—a world's record in shipbuilding. It is expected the vessel will be in service in another thirteen days—only forty days from keel to cargo and overseas.

Worcester, Mass.; Lawrence Listing, No. 78 Miller Avenue, Brooklyn; Anne J. McDonald, Jackson, Me.; Henry P. Nehring, Valparaiso, Ind.; Paul Peer, Dana, Ind.; Albert H. Rosing, Wheeling, Ind.; Stanforth Riving, Denver; Raymond G. Swisher, Brighton, Ind.; Charles L. Thomas, Malden, Mass.

WOUNDED EAST NEW YORK BOY'S PARENTS GERMAN, BUT OWN LIBERTY BONDS

Private Listing's Father Would Have Bought One for Son Had He Known of His Injury.

Private Lawrence Listing, one of the slightly wounded in Gen. Pershing's casualty list, is the son of German parents living at No. 78 Miller Avenue, East New York. But he is the kind of a German family the wounded boy well may be proud of. There are five brothers and sisters and all of them, together with the father and mother, bought Liberty Bonds.

Private Listing, who is twenty years old and was graduated from St. Mary's Academy, Brooklyn, was employed as an order clerk for an ice cream manufacturing company. On June 4 he left home and was not heard from for three days; then came a letter saying he had enlisted in Battery F, 15th Field Artillery. He sailed for France in December.

"If I had received the telegram announcing that my boy was wounded fighting for his country," said the elder Listing to-day, "before the Liberty loan drive closed I would have tried to buy just one more bond—for him."

Bert L. Bittman, reported in Pershing's casualty list as slightly wounded, lives with his father and three sisters at No. 454 Bergen Street, Brooklyn. Bert is a graduate of Public School No. 15 and when the war broke out was a driver. The blood of soldiers ran in his veins, his grandfather, Jacob, having been a Civil War veteran. His ancestors are German, several generations removed. Last May he tried to enlist with the 16th Field Artillery, but was rejected on account of his teeth. A dentist speedily removed the objection, and in June he was accepted. His sisters this morning said that they were all proud of him as was his father.

Sergeant William F. Laffin, another of the slightly injured, lived with his uncle, Charles Laffin, at No. 85 Lee Avenue, Williamsburg, before he enlisted with the 15th Field Artillery last May. He was twenty-one years old and a traveling salesman for the Tuttle-Bailey Manufacturing Company. David M. Holland-Dempsey, slightly injured, lived with his mother at No. 225 Leonard Street, Williamsburg. He joined the army in Boston last summer. He enlisted in the 30th Infantry with his brother James, seventeen years old, and sailed for France early this year. He had been an advertising solicitor.

William Blake, No. 1826 Bathgate Avenue, the Bronx, slightly wounded, enlisted as a private last December. He qualified quickly and sailed soon after for France. His brother, John A. Blake, lives at the Bronx address. His parents live in a suburb of Troy, N. Y.

CAN'T LIVE ON \$125 A MONTH, SO GIVES HIS CHILD AWAY

Father Tells Court War Prices Force Him to Consent to Adoption.

What the war-time cost of living has done to the man with only \$125 a month to support himself and wife and three children was set forth in an affidavit filed in the Supreme Court to-day by Jacob Herbst, No. 1027 Tiffany Street. Herbst said it was because he found that amount insufficient to care for his family that he consented to the adoption of his three-year-old daughter Josephine by Mrs. Nellie Adele Browning, wife of a real estate operator.

"I have two other children and desire to be relieved of the expense and responsibility of the maintenance and support of the said child," read Herbst's affidavit.

Six other adoptions were recorded to-day, four girls, one boy and a twenty-nine-year-old soldier about to embark for "over there" having foster parents bestowed upon them by Surrogate Cochran.

Among the newly made fathers were Judge Martin T. Mantion of the United States Circuit Court of Appeals.

The little girl who will call Judge Mantion "papa" is Marion (Glasco), one year and two months old. She was found for Judge Mantion and Mrs. Eva M. Mantion, by Mrs. Mildred E. Seitz, wife of Don C. Seitz of No. 229 Hancock Street, Brooklyn, business manager of The World. Mrs. Seitz has for some time given much attention to obtaining good homes for the children of parents unable to provide suitably for them.

William L. Ray, of Uncle Sam's forces, whose home address is No. 267 Macon Street, Brooklyn, becomes the legal son of Mrs. Jessie May Burgoyne, a widow, who lives at No. 315 West 79th Street. She said she had known Ray more than fifteen years, that both of his parents are dead, and that she regarded him with a "feeling of affection."

Marjorie Grace Stricker, orphan daughter of Robert J. Stricker, brother of Josephine M. Stricker of the Sherman Hotel, was adopted by Miss Stricker. Marjorie's grandfather, John C. Stricker, agreed to make the child his heir if Miss Stricker adopted her.

Richard H. Contant, Jr., three years old, was adopted by his paternal grandmother, Katherine Contant, who explained that she owned considerable property at Ossining, Richard was born in the Lying-in Hospital and later abandoned in Elmhurst, L. I., by his mother. Mrs. Contant said she believed Richard's "accident of birth" might have made him feel unwelcome in the world.

TROOP SHIPMENTS TO REACH THE TOP IN MAY AND JUNE

Universal Service to Be Pressed in House as Part of Army Expansion.

WASHINGTON, May 6.—America is now shipping small armies to France in response to the Allied appeal for reserves. During May and June contemplated shipments will mean equal the fighting strength of the combined Belgian and Portuguese forces on the west front. July and August will show a slight decline in the average, as added tonnage is turned to the task of getting across newly needed supplies in increasing quantities.

In the fall and winter months the work of building up this country's fighting forces abroad will be more methodical. Divisions turn apart for the purpose of brigading units with the British and French will be brought together and organizations left behind will be sent to complete a cohesive all-American army.

It is proposed to have a registration June 5 for all young men who have reached twenty-one since the last registration. This will create a new reserve of Class I men, now being rapidly depleted by the heavy drafts of April and May.

A determined attempt to put universal military training in the great army expansion program will be made when the huge \$15,000,000,000 Army Appropriation Bill reaches the floor of the House.

Advocates of the system will propose that young men be given three months' training in their nineteenth year, three months in the twentieth and six months in the twenty-first. This plan will be submitted as a rider to the appropriation bill, as its backers believe universal military training is the real foundation for army increases.

The plan was defeated in the Senate and was opposed by the Administration, the big expansion program has doubtless added strength to the universal training forces. A majority of the Republicans have been lined up behind the plan, it is claimed.

Woman Inspector on B. R. T., First on Any Railroad, Has 275 Girls Under Her



MISS ISABELLE LILLY PHOTO CENTRAL NEWS PHOTOGRAPHER

Isabelle Lilly Was the First Conductorette Across the Bridge, as She Is the First to Be Promoted—Looks Out for Girls' Uniforms, Their Work, Rest Rooms and All Matters Pertaining to Their Efficiency—Enthusiastic Over Her Job.

She was the pioneer conductorette on the B. R. T., and now she's the pioneer woman inspector on any railroad anywhere in the U. S. A. Although she is only twenty-five.

Her name is Miss Isabelle Lilly, and she is described as a "blond Amazon." Also she's Irish. In less than five months she has worked up to her present important position, for it was Dec. 14, 1917, when she called her first station on the Flatbush Avenue line, and on May 4—Saturday—she was made woman inspector (should one say inspectorette?), working from the main office under the Superintendent of Surface Transportation, W. W. Seibert.

Formerly she was attached to the Flatbush Avenue Depot, near which she and her mother live and raise a war garden. Yes, she finds time for that, too, in addition to her B. R. T. service. From now on she has a roving commission as special inspector of the women conductors, their work, their rest rooms and all matters pertaining to their efficiency and welfare. Saturday and Sunday she spent "roving" over the line, curbing lines of the B. R. T. system, giving a careful examination to all the stations to which women are attached.

"How do you like your job, and just exactly what do you do?" Miss Lilly was asked this morning at No. 85 Clinton Street, headquarters of the B. R. T., the first transportation company to give an inspectorette to a woman.

"It's fine," she replied earnestly. "Although of course I haven't had it very long. My work is simply the supervision of the 275 girls whom the B. R. T. now employs on its surface lines."

"A woman, not a man, ought to oversee the work of women. I have to ride on all the cars on which the women are working and observe how they fill their positions. I have to visit the stations to which they are assigned and to inspect their waiting and recreation rooms. All complaints from the girls are assigned to me to investigate, as are all complaints regarding the girls."

"We have a fine set of women on the line at this time, but of course there always are questions to settle. One thing about which I am supposed to caution the girls is their dress. They have to wear a uniform—like this," and Miss Lilly pointed to her own tight blue serge skirt, coat and cap, the latter with its new, gleaming label, "Inspector No. 255." Her boots are high tan ones, with low, broad heels.

"Some of the girls wear the wrong sort of shoes," she explained, "and some of them wear blouses with a lot of foolish frills sticking out in front and taking away the effect of simplicity and neatness which the company wants. The girls are asked to wear plain blouses and a plain, even over white collar. When they go up for train on duty I simply tell them that sort of thing must be neatly arranged. Of course, a man couldn't discuss such things with girls."

"Also I shall help in arranging all the benefits and other entertainments, and in seeing that the recreation rooms are comfortable and neat and the lockers tidy arranged."

"One reason I'm so glad to have this position," blue-eyed Miss Lilly continued, with a frank smile, "is because a woman inspectorette is going to be an encouragement to the other girls. They will see that there is no need of their staying down; that advancement in railroad work is open to them as well as to men. And that means a lot to girls entering a new field of work."

There is a fine new field for them in service with the transportation lines," she said. "The B. R. T. has women on the elevated, on the street car lines, as transfer agents and as carpenters and painters in the repair shops. Everywhere the women are paid exactly the same as men who do the same sort of work. And the work is not normally harmful to women; labor commissions are utterly mistaken on that point."

"Personally, I think a girl is safer as a conductor on a street car than shut up in an office with a man. There will be some male employees, perhaps, who are disagreeable or insulting, but no girl has to stand for that. She need do is to report to her superior the number and designation of the man who treats her rudely. Once in a while she has to stand for something from a member of the public in order not to make a row on a car, but a little tact will extricate her from any such disagreeable situation. And these episodes will be very far between in her career."

"The physical strain on a girl is not excessive, in my opinion, and I was a trained nurse before I took up railroad work. We have girls who are from the nursing profession, from dry goods stores, even from offices, and I have heard no complaints of overwork from any of them. Of course, like any new job, being a conductor is a little tiresome the first week or two. But a girl who is prompt and a good worker soon obtains a regular run, and then she knows just how and when her working hours come. The work gives her plenty of fresh air, and she usually gets a splendid appetite. If she wears sensible shoes, with low, broad heels, and the company uniform, she will not get overtired."

"The pay is excellent. I know of a woman on the B. R. T. who is supporting her five children in New York, and yet has at least \$12 a week left for herself. Oh, there's a great chance for women in railroad work, and just at this time, of course, every girl on a railroad job is getting free a man for the trenches. I think she is a practical patriot."

"I succeed in railroad work a girl must be prompt, courteous, clean, sensible and not afraid of her work. If she looks after the best interests of the public she serves she is doing her duty. I can best interest at the same time."

CANADIAN CASUALTY LIST.

One New Yorker and Two Brooklyn Men Wounded.

OTTAWA, May 6.—The following American names appear in the latest casualty list:

Killed—C. D. Fitzgerald, La Grande, Ont.

Wounded—W. R. Twamley, Detroit; J. Wiseman, Elms, Ill.; E. D. Fraser, Windsor, N. Y.; F. C. McLaughlin, Kansas, Mo.; W. J. Cloutier, Boston; H. Hogan, New York; T. A. McQuillen, Chicago; M. Y. H. S. Snel, Cambridge, Mass.; R. D. Smiley, Brookline; E. Miller, Salem, Ore.; W. C. Maloney, Philadelphia; H. C. Gaudin, Cleveland; J. A. Edgall, Brockton; R. C. Woodward, San Francisco.

Also—J. T. O'Leary, Chicago; T. M. March, Taunton, Mass.

GERMAN AVIATORS DISGUISE AEROS TO TRICK AMERICANS

Change Markings on Wings to Make Them Look Like Allied Badges.

WITH THE AMERICAN ARMY IN FRANCE Friday, May 3 (By Associated Press).—German aviators are now resorting to unorthodox tricks in an endeavor to outwit American fliers. The trickiness of the German soldier abroad is emulated by enemy airmen, who are marking their machines to make them look as much like Allied aeroplanes as possible.

The Germans have taken to rounding off the corners of the crosses on the wings of their planes to make them look like Allied badges. The game of the German aviator is to play around, get in a shot if he can and then run. American fliers, for fear of attacking a probable friend, must get up close to an enemy machine, usually after considerable maneuvering, before opening a fight.

Here is what happens at an air-drome to which Americans are attached when an alarm comes in. The telephone bell rings at the hangar and the location of the enemy is repeated in a loud voice by the Sergeant. A number of young Americans, overalled, helmeted and booted, swing into their machines, the propellers are turned over and one after another the machines dash across the field. They take the air quickly, and in less than five minutes from the time the bell rings the airplanes look like mosquitoes in the sky. In three-quarters of an hour they are back again and compare notes.

"Did you see anything?" one yells to another.

"One Boche away back in Germany," comes the reply.

"What were those three machines north of —?" is the next question.

"They looked like French, but you never know," was the answer on this particular occasion.

Then the Americans climb out and sit around and wait for the end of their tour of duty or for another alarm.

Two German airplanes were brought down Saturday. Four more aerial battles were reported Sunday by American airmen flying in the sector northwest of Toul. All of the combats were indecisive, although one of the American machines returned with bullet holes in its wings and two others with holes torn by fragments of shells from anti-aircraft guns. How the Germans fared is not known.

The first report was from the pilot of a pursuit airplane who encountered the enemy over the lines at a height of nearly three miles. The pair fought a duel for several minutes, the German finally turning quickly and running into the direct line of the sun in his homeward way, getting clear.

Later one of the American photographing machines was attacked by two enemy airplanes. The American observer emptied one of his guns into one of the enemy machines. Then the American pilot exercised discretion and did not follow. Another report now available relates a somewhat similar incident, except that this time two of the enemy attacked two of our machines which were working with the artillery.

In the fourth engagement a German sailed up in the direction of one of the American photographic planes, but one of the fast American fighting machines rushed in, causing the German to turn tail and flee toward home. The German anti-aircraft pieces got busy at the same time and broke out numerous "flower pots," or, as the British airmen call them, "flying onions." This is an "Archiball" which when it bursts throws out in all directions smaller projectiles, each of which also bursts.

The only member of the squadron to have been wounded up to the time this man returned to London "said it was hard work getting the German airmen to fight." Practically the only times they would come out," he said, "were about 3 o'clock in the morning, when the glare of the sun would be in our faces, and in the evening. Even then they would fly away if they had half a chance."

Wounded Member of Squadron Reports It Is Hard Work Getting Teutonic Airmen to Fight.

BRITISH AIR FLEET DOWNS 106 GERMAN PLANES IN SIX WEEKS

LONDON, May 6.—Wounded British airmen back from France report that the squadron operating in an important sector on the Aisne front has probably established a record by bringing down 106 enemy machines in six weeks, including twenty-one on one day.

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MRS. POTTER PALMER, CHICAGO SOCIAL LEADER, DIES AT FLORIDA HOME



Mrs. Potter Palmer

Prominent in London as Well as American Society, She Also Was Honored by France.

SARASOTA, Fla., May 6.—Mrs. Potter Palmer of Chicago is dead at her winter home here of pneumonia. Mrs. Palmer, who was born in Louisville and was the widow of Potter Palmer of Chicago, where she was the recognized social leader, had been ill some time. Several days ago her family was summoned and medical specialists came here from the North. She died last night. The body will be taken to Chicago for burial, leaving here to-morrow.

During the Chicago International Exposition Mrs. Palmer was President of the Board of Women Managers and visited Europe for the purpose of interesting foreign governments. Later she was appointed by the President of the United States as the only woman member of the American Commission to the Paris Exposition. She was the possessor of a membership in the Legion of Honor awarded by the French Government.

Mrs. Palmer had spent many of her winters in London and Paris where she took a prominent part in society.

At the outbreak of the war Mrs. Palmer, then in Paris, was one of the first to organize an American ambulance unit to care for French soldiers and open a hospital. She survived by two sons, Honore and Potter Palmer Jr.

STILL DETAIN MUTARD GIRL.

Hudson Falls Authorities Refuse to Surrender Her to Detectives.

Detective Riehl sent a telegram from Hudson Falls, N. Y., to-day notifying the New York Bureau that the Hudson Falls authorities have refused to surrender to him fifteen-year-old Emma Mutard, who was said to have been kidnapped from her home at West Brighton, N. Y., just before she was to testify in the Strong child cruelty case. Riehl said the Hudson Falls authorities, who are detaining the girl, demand written authority before they will give her up.

District Attorney Fack of Richmond County has sent a messenger with the proper credentials. When the child returns she is expected to testify against Mr. and Mrs. Charles Strong, who are accused of poisoning their children by burning them.

GERMAN IN IRONS AFTER TRYING TO ESCAPE AT SEA

Two Propagandists Brought Here From Porto Rico for Four-Year Prison Terms.

AN ATLANTIC PORT, May 6.—A muscular German, Gerard Leibsch, was clanking like an anchor chain this morning when he came off an American liner from Porto Rico. He was in heavy irons, hands and feet, because last Saturday night he tried to escape from his custodians. United States Marshal W. R. Bennett and Deputy Marshal B. F. Murphy, Leibsch broke a water pitcher over Bennett's head, but it did him no good.

Leibsch is a prisoner because of the propaganda he carried on in Porto Rico against the war programme of the United States. Suspicion first attached to him because he was traveling about the country making photographs and choosing his subjects indelicately. But the secret service young men to desert from the American Army and get into Germany. He offered a bonus of \$2,000 to every drafted man who entered Germany, promised a pension of \$1,000 a year, and said every deserter would have a chance "to marry a nice German girl." He is on his way to the Federal prison at Atlanta for a year.

There was another prisoner on the same ship, Francis Romero, twenty-five years old, a soft-eyed creature, with a blonde walking stick which he carried with evident fatigue. He had been conducting pro-German meetings devoted to the proposition that "war is all wrong." Because he was trying to construct the draft, and otherwise aid the enemy, he also will spend four years at the Atlanta prison. In addition to his custodian he was escorted by his mother, his two sisters and a brother, who intended to go with him as far as the prison gates. He is the son of a wealthy family of Spanish descent, and is credited with having organized the Porto Rican Anti-Militarist League.

The ship also brought a number of United States Army officers from the training camp at San Juan. This camp will graduate 350 army officers on May 15, and 6,000 drafted men will be in the cantonment by June 1. Most of them are natives.

Francis H. Dexter of the American Defense Society returned from Porto Rico with a question of some nicety. It concerns the status of 500 young men who claim exemption from the draft on the ground that they are Spanish subjects, having been born in Porto Rico when it was a Spanish possession. The authorities at Washington will be asked to make a ruling. The local draft boards in Porto Rico have classified the men as Americans. The ship brought 3,000,000 pounds of sugar.

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